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WASHINGTON, D. C., FEBRUARY 14, 1925

Five Cents

THE NICARAGUAN CAMPAIGN

A SYNOPSIS DEALING WITH THE HISTORY AND
OCCUPATION OF NICARAGUA

Second Installment

Rebels Reject Ultimatum

On October 2, Col. Pendleton issued an ultimatum to "Gen. B. F. Zeledon" including the evacuation of the Barranca, Coyotepe and Masaya, which Zeledon in polite words rejected.

On October 3, 1912, Rear Admiral Southerland reported to the Secretary of the Navy:

Zeledon has refused the terms of surrender offered by President of Nicaragua, although he has only about eight hundred men against the Government's surrounding force of over three thousand. The Barranca is one of two hills between which the railroad passes and completely controls and menaces the railroad, both hills being fortified. * * *. I am demanding that Zeledon vacate his position by eight o'clock tomorrow morning. If he does not comply with this demand, it will be enforced by our Marines and Bluejackets, of whom Pendleton has about five hundred in position on the Managua side of the Barranca and Butler about four hundred in position on the Granada side.

In consequence of the refusal of the rebel forces to surrender and evacuate strongly fortified positions on Coyotepe and Barranca, in the immediate vicinity of Masaya, which, as long as they were held by the rebel forces prevented uninterrupted railroad traffic, and were a source of constant danger, an attack by the Naval forces, under the command of Col. Pendleton, was made on October 4, 1912. His command consisted of one battalion of Marines commanded by Maj. Butler; one battalion of Marines commanded by Maj. William N. McKelvey; one battalion from the U. S. S. *California*, commanded by Lieut. Com. George W. Steele.

The Attack on Coyotepe

Col. Pendleton, in his report dated October 11, 1912, to the Commander-in-Chief, Pacific Fleet, described the capture of Coyotepe in the following words:

The Commander-in-Chief, arriving from Managua, arrangements were at once entered into for the unconditional surrender of Gen. Mena and his army,

rendered, though the leaders well knew it.

Headquarters and First Battalion moved by the same train from Granada to Managua which bore Mena and his personal staff. Upon receipt of orders to clear the railroad of all troops occupying menacing positions, Regimental Headquarters and First Battalion left Camp Weitzel, Managua, at 2:25 p. m.

Wednesday, October 2, plans having been made for the co-operation of Maj. Butler and the Third Battalion to arrive from the southeast in an attack, if necessary, on Coyotepe and the Barranca. The First Battalion was augmented by two 3-inch field pieces, under command of Capt. Underwood, from Leon, and further, by two companies of sailors from Camp Weitzel, under command of Lieut. Steele. On arrival at Campuzano, word was sent by the Regimental Commander, Col. Pendleton, at 4:50 p. m., advising Zeledon as to the declared policy of the United States to open, operate and maintain the railroad, and telegraph communications from Corinto to Granada, that his positions at Coyotepe and the Barranca were a menace to this

plan, and unless by eight a. m., October 3, he evacuated these positions and surrendered himself and army, displaying white flags conspicuously on the two positions, where they would be observed from all sides, march his army to Nindiri station, lay down his arms and surrender unconditionally, he would be attacked with all our forces and destroyed or driven from his position; that no application, commission or suggestion as to other terms would be entertained by us. A flag of truce with a letter from Zeledon arrived at 6:30 on the morning of the third, protesting



MARINE CAMP AT NICARAGUA

and munitions of war to the Commander-in-Chief, which was concluded by midnight of the 24-25th. Upon conclusion, Gen. Mena—early morn 26th—was taken from the San Francisco Church by our forces, placed in a paymaster's car of the railroad company, together with his son and one servant, he was conducted to Corinto, where he arrived on the evening of the 26th, and placed on board ship for transportation to Panama, with a solemn promise never again to come to Nicaragua. The rebels throughout the route from Granada to Corinto did not seem to believe that he had sur-

against our demands, and stating that he would not accede to them, but would fight us; if we persisted in assaulting; with all the spirit and dignity of Nicaragua. Promptly at 8:00 a. m. firing was opened by Butler from the southeast, with three field guns, and by Underwood's battery from northwest with two 3-inch field guns, at ranges varying in the case of both batteries from 1,500 to 2,500 yards, with considerable damage to the enemy's earthworks and redoubts on both the Barranca and Coyotepe. On the morning of the fourth, at 2:00 a. m., the First Battalion and the Sailor Battalion marched from the railroad, along the sunken road around to the flank (east of Coyotepe) where it was to be assisted by two Federal columns, one on our right and one on the left, in the assault on that position. Junction was effected at 5:00 p. m. with Maj. Butler. The First Battalion held the center in the advance on Coyotepe, the two companies of sailors held the right, and Maj. Butler's Battalion the left of the line. The Federals did not materialize, but formed about a mile and a half away, on the east flank of the city of Masaya. Our troops were in position promptly, and began the advance on Coyotepe at 5:18 a. m., and after a spirited assault in thirty-seven minutes captured the position and placed upon it the American Flag, drove out Zeledon's forces from Coyotepe, the line of trenches and gun positions connecting it along the ridge to the Barranca, and from the Barranca. The rebels lost about sixty men killed, and fifteen or twenty wounded. Fifteen prisoners were taken, and the rest of the force escaped by fleeing to the westward. Upon the raising of the American Flag at Coyotepe, the Federal forces almost completely surrounded Masaya, burst into loud, prolonged cheers, and immediately began the assault, evidently much inspired by our success, as they generally believed that Coyotepe and the Barranca were impregnable. Company C, First Battalion, having been in the van during the engagement, and having encountered the most casualties, was given the honor of placing the flag on the Barranca, and marched out to that duty with colors flying and bugles playing—cheers were plentiful. (We wonder if they sang "Sweet Adeline."—ED.)

Immediately after the clearing of these positions by our troops, the Federal reserve, under Gen. Corea, the Vice-President of the country, and Gen. Balanos-Chamorro, advanced from the village of Nindiri through the railroad cut to attack the city of Masaya from the north. The fighting was mostly in the streets of the city, the Federals fighting their way through to the big stone church in which Zeledon had taken refuge. Zeledon evidently left the church and the city of Masaya in an effort to escape the Federals, for refuge in Costa Rica. He was later in the day, about 1 p. m., captured about fifteen miles from the city, near a village called Diriamba, with several of the generals. He was taken to Catarina mortally wounded and died within a few hours after arrival there.

In connection with this action at Coyotepe, I would say that all officers and men participating, did so with willingness and steadiness, and carried out the plans to the letter. It is therefore impossible to refer to any individual instances of extraordinary display of cour-

age in the face of the enemy. All have been thanked and congratulated by the President of the United States, the Secretary of the Navy, and the Commander-in-Chief in theater of operations.

One very noticeable point which I wish to invite particular attention to is the harmony and comradeship which has existed during all this time between the Bluejackets and Marines.

They have worked together in perfect accord, with a friendly spirit of emulation, and without a shadow of discord. They have shown an equal spirit of cheerful acceptance of discomfiture and hardship and an equal spirit of readiness, of eagerness, to face the dangers of the campaign."

Skirmish at Chichigalpa

In a report to the Navy Department dated October 5, 1912, Rear Admiral Southerland, in the following words described a skirmish which occurred at Chichigalpa on October 4, 1912:

Friday, 9:00 p. m., Managua. Lieut. Earl C. Long, Marine Corps, stationed at Chichigalpa, in command *Denver's* Marines, in attempting to seize arms and some dynamite bombs early this morning was closed in on by a considerable mob of rebel soldiers and others armed with rifles and machetes. Several rebels disregarding the orders of their officers fired upon our Marines, which fire was promptly returned, and a skirmish ensued, during which thirteen rebels were killed and quite a number wounded, and five of our men slightly wounded. I am informed that wounded will all recover. Lieut. Long and force obtained possession of four dynamite bombs, which it is reasonable to believe were intended for use either against the railroad or our force.

Capture of Leon

Lieut. Col. Charles G. Long reported to the Commander-in-Chief from Leon, on October 22, 1912, as follows:

1. During several days previous to October 6, 1912, the situation here was growing very acute, and it was reported to me several times that it was doubtful if the rebel leaders could control their troops in case of any drunkenness of troops or other disturbances in the city of Leon. Foreigners had asked me if they would be given protection to their lives and property and I informed them that they would.

2. After the defeat of the rebels at La Paz on October 1st and the fall of Coyotepe and Masaya on October 4th, it was reported that the rebel soldiers were suspicious of their leaders, and by this time most of the Liberals here were convinced that it would be useless to fight any longer and they were looking for terms of surrender of Leon to the U. S. Forces. They feared very much the occupation of this city by Federal troops. Up to this date I was still treating the rebels as neutrals and simply guarding the railroad and telegraph lines and preventing all disturbances and fighting in the vicinity of Camp Pendleton and there was considerable discharging of rifles.

3. By the morning of October 6th, my command had been increased by the arrival from Coyotepe of Company E; by the First Battalion, less Company A, and by the California Battalion less one company. Company A and the California Company arrived about noon. On the afternoon of October 6th the forces un-

der my command consisted of the First and Second Battalions of Marines; Marine Battalion, Pacific Fleet; Colorado Battalion of Bluejackets; and California Battalion of Bluejackets; a total force of about 1,300 officers and men.

4. The guard at the railroad station on the morning of October 6th consisted of one company of Marines with two machine guns. During the forenoon of October 6th the Marine Battalion, Pacific Fleet, under Maj. Charles S. Hill, U. S. M. C., was sent to a position about 600 yards north of railroad station near railroad. This placed them near and opposite the northeast section of the town. The balance of the command was held near Camp Pendleton.

5. In case it became necessary to occupy the city, expecting little opposition from outside, I had decided to enter from the east side with main force; to move Colorado Battalion along south side toward Guadalupe Church, occupying same with one company and then the rest of the battalion proceed to Subtiaba Church at west end of city. The artillery company was to take position near camp to shell fort and cathedral if necessary, and the California Battalion less one company was to occupy rebel position south and east of camp, to seize and hold pumping station and reservoir. Company F was to proceed thoroughly east of railroad and reinforce railroad station. One company of California Battalion was to follow Company F as a reserve for east section of town. This general plan was followed on our entrance into the city on the afternoon of October 6th.

6. At about 9:00 a. m., October 6th, 1912, four commissioners—Messrs. Pedro Gonsales, Sebastian Selinas, Gen. Fernando (Jose) Rivas and Frank May—called on me at Camp Pendleton to negotiate for the delivery of the city of Leon to the United States forces. A copy of their authority to act, signed by Leonardo Arguello, the Revolutionary Executive Delegate, is attached marked "A." After a conference with the above mentioned commissioners and with my Battalion Commanders, I entered into an agreement with them, copy attached signed by myself and commissioners marked "B," also copy of the acceptance of said agreement signed by the Executive Delegate on behalf of himself and the rebel leaders, marked "C." Dr. Selinas presented a letter from President Diaz granting leaders amnesty under conditions similar to those imposed by me.

7. It was reported about noon that the soldiers were getting drunk in town and starting to loot; a fire was seen in town about this time. At about 2:00 p. m., this command was ready to move and shortly before this time the rebel leaders reported that some of the soldiers were drunk and that they might not be able to get the machine guns to the station, but they had sent men to get control of the guns and requested that our troops occupy the city. In view of the disturbed conditions in the city and the possibility of our having to enter at night when our forces would be placed at much disadvantage, I decided that an immediate occupation of the city was necessary and at 2:45 p. m., ordered the advance into the city. I accompanied the First Battalion. The reports of the Battalion Commanders are hereto attached marked D, E, F, G, and H, and these reports are approved.

8. By 6:00 p. m., all important points in the city had been occupied, including the Cathedral, Guadalupe Church, Subtiaba Church and Cuartel, Commandancia, Police Station, Cuartels, Railroad Station, San Juan and Hermitage Churches in northeast section, Reservoir and Pumping Station and rebel trenches and outpost to east and south of camp. Orders were issued to hold these points for the night and to establish outposts and patrols. The city was lighted by regular city men under our guards.

9. The behavior of officers and men was excellent at all times and reflects great credit to the organizations to which they belong and the handling of the battalions by their commanders was all that could be expected, especially as troops had to be moved through a city with which all were little familiar. I cannot too highly commend the work done by officers and men. Our casualties were three killed and four wounded, as indicated in the reports of the Battalion Commanders.

10. Four rebel leaders met the head of the First Battalion and accompanied it part way into the city and then two of these leaders went with Maj. Hill's Battalion. I remained with the First Battalion until 6:15 p. m., when I joined the Second Battalion.

P. A. Surgeon, William N. McDonnell, U. S. Navy, senior medical officer of the Hospital Corps attached, established a receiving hospital in a car at the railroad station, where all wounded were cared for on the evening of October 6. Medical officers were attached to First, Colorado and Second Battalions with hospital corps men distributed with all companies. A dressing station was established in Commandancia, P. A. Surgeon Fletcher H. Brooks, U. S. N., First Battalion, in charge.

The work of the Hospital Corps was excellent.

11. On the morning of October 7, 1912, a detachment of three squads from Company "F" under First Lieut. Russel H. Davis, U. S. M. C., proceeded to the fort and occupied same. No troops were found there. The United States flag was raised over the fort. Four rebel leaders accompanied and proceeded with this detachment to avoid any chance of our troops being fired upon. The city was divided into districts, necessary guards and patrols established, and was placed under martial law.

12. Members of my staff, First Lieut.

William C. Powers, Jr., U. S. M. C., Adjutant; Ensign John C. Thom, U. S. N., Signal Officer and Aide; and Gy. Sgt. John F. Burnes, Acting Sergeant Major, performed their duties in a highly creditable manner. On the evening of the seventh, one or two revolver shots were reported, otherwise the city was quiet and has remained so since that date.

13. Federal troops were outside the city some miles distant on October 6 and at various times since then, but I have always informed them that I would not permit their entrance into Leon nor their approach closer than a two-mile limit.

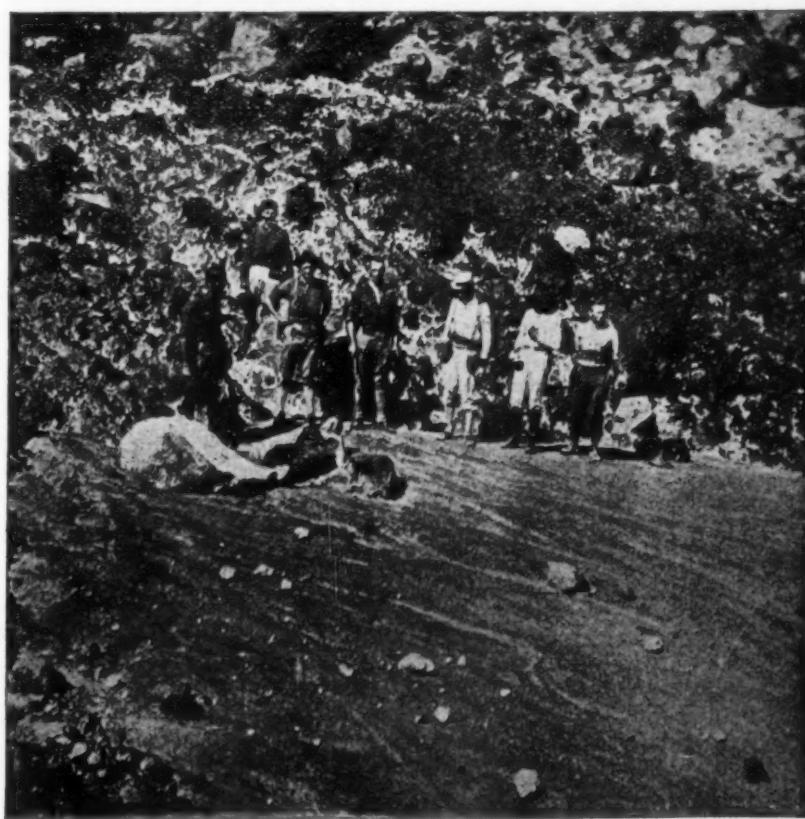
14. The sale of alcoholic liquors was

prohibited and other regulations issued for the proper guidance of the inhabitants. The carrying of firearms by other than the United States forces was also prohibited. No records or papers of importance were found that belonged to the rebels, almost all records having been destroyed.

The Matagalpa Expedition

In obedience to orders issued by Rear Admiral Southerland, a mounted expedition of seven officers, twenty-five Marines, nine Bluejackets and two American civilians, was assembled at La Paz Viejo, on October 18, 1912. The naval personnel was gathered from Granada,

(Continued on page 11)



MARINES EXPLORING OLD CRATER NEAR MANAGUA, NICARAGUA

The Business of Running a Home

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ATM.

U. S. S. "BEAR" HAS VERY UNUSUAL RECORD

Half a hundred years ago a ship slid gracefully down the ways of a Scotch ship yard, and into the water. Other ships slid down other ways about the same time, no doubt, but none were destined to become so famous, nor to perform such humanitarian deeds to mankind as the good ship *Bear*. The *Bear* was built in Greenock, Scotland, fifty years ago, and has been a United States Coast Guard Cutter for over forty years.

The *Bear* was originally built for the British Government, but was sold to the United States in 1880. Since 1886 it made annual cruises into the Frozen North.

Volumes could be written of the hazardous adventures and the many deeds performed by the *Bear* and its crews, since its entry into the service of Uncle Sam, and each and every service performed has been in an efficient and conscientious manner, characteristic of American ships and American sailors.

One of the most notable services performed by the *Bear* was the rescue of the Polar Exploration Expedition, headed by Maj. Gen. A. W. Greely, which had become marooned and in danger of death by freezing and starving. Capt. Winfield Scott Schley was in command of the *Bear* at that time.

Another notable rescue made by the *Bear* was that of the crew of the whaling ship *James Allen* in Seguam Pass in 1894. Capt. F. G. Dodge was commanding the *Bear* then.

The duties of the commander of the *Bear* were manifold. Not only must he be a mere ship captain, but he must be a United States Commissioner, performing the duties of a Federal Court, settling legal questions, and meting punishment to offenders against the law. He performed marriage ceremonies, enforced the fishing regulations along the Alaskan coast, and supervised the distribution of mail in the isolated villages of Alaska.

For forty-four long years, the various commanders of the *Bear* have performed these duties. They have sailed the old cutter from village to village in the Northland, carrying mail, supplies and medicines, answering distress signals, saving lives from stranded and wrecked vessels, removing dangerous derelicts from roadways of the sea, and administering medical treatment to isolated humans.

The *Bear* has cruised in uncharted seas, braving the unknown, the cold, and the vicious Arctic gales, its decks covered with ice, its crews cold and weary, and always it has acquitted itself in a most creditable manner.

In 1923, after returning from a cruise of sixteen thousand miles in the Bering

Sea, the Arctic Ocean and along the Siberian coast, the old cutter was overhauled in Oakland, Calif. Those who worked on it realized that it was being fitted for its last cruise. On May 3, 1924, after medical supplies for lighthouses and whaling stations had been stored in its holds, the old veteran of the North left San Francisco for the land of the Aurora Borealis. It was caught in the ice floes and swept north of its passage to Nome, and for weeks it was not able to struggle free. On July 16, however, it came limping into port, long overdue.

And now its last trip is completed and it has earned the right to retire with honor. Year after year, and year after year, through howling gales and icy seas, it has fought its way, performing its errands of mercy and justice, earning its name of "The Good Samaritan of the North Seas." It is the pride of the men who "go down to the sea in ships," and the name *Bear* will forever remain in their memories as a great ship that performed great deeds.

When the active cutters of the Coast Guard service pass in review for the retirement of this old veteran, the books will be closed, and across the covers will be written the words, "Faithful and honorable service."

—Marine Base Weekly.

U. S. S. "DENVER"—CABIN LIST

Among the notable passengers on board the comfortable ocean liner U. S. S. *Denver Maru*, are 58 roving Marines. Bennie Cryts, Purser—Mr. Capet, Deck Steward.

Lord Thompson—Side kick of H. R. H. Edward, Prince of Wales.

Hon. Mr. Sturm—Akron Rubber Manufacturer.

Discount Katz—Moxie Root Bear King.

Discount Lavery—Short Change Artist.

Count Koehler—Sheik of Patterson.

Duke Johnson—Knight of the Boston Garter.

Count Munzinger—Slight of Hand Artist.

Duke Orlando—Knight of the Boston Commons.

Professor Newcome—Drugstore Cowboy. Mr. Hood—Medicine King of Blanco City.

Mr. Lord—Formerly Assistant Purser, U. S. S. *Tulsa*.

Count Story—Knight of the Bath.

Faglie—Torreador.

Senor Phalon—Ex-President of Panama.

Senor Hudson—Texas Cattle King.

Mr. Pate—Scientific Box Car Catcher.

Mr. Hochart—Ex-Navigator of the Good Ship Hobo.

Mr. Bowman—Ex-Cowcatcher of Calves.

Mr. Womble—Snake Charmer from North Carolina.

Mr. Anderson—Ex-Manager of the Old Widows' Farm.

Mr. Tanner—Ex-Skipper of the Toonerville Trolley.

Mr. Kennedy—Surveyor of Riverside Drive.

Mr. Parker—Ex-Ridge Runner.

Mr. Greer—The Moonshiner from the Blue Grass Fields.

Messrs. Either and Le Grand—Scientific Dishwashers. Gold Dust Twins.

Mr. Lavoie—American Counsel from Charleston.

Mr. Ray—Grand Chef, Ritz Carlton. Relative of Tsar.

Mr. Hieb—Tallest Man from Arkansas Rock Pile.

Mr. Jones—Professor of Railroadology.

Mr. Cramer—Professor of Workology.

Mr. Lande—Banker of Sands Street Sandbars.

Mr. Fossa—Just Back from Paris.

Walker Bros.—Just Visiting Honduras.

Mr. Sosko—Returning from Deauville and the Riviera.

Mr. Suit—Manufacturer of Sympathy Slips.

Mr. Moore—Custodian of Steamer Chairs.

Mr. Raisbeck—Former Dancing Partner of Eva Tanguay.

Mr. Benningfield—Ex-Chaplain.

Mr. Pasekoff—The Heartbreaker of Pittsburgh.

Mr. Blough—West Point and Quantico Graduate.

Mr. Lee—Indian Medicine Man.

Mr. Muelleur—Monkey Rum Agent.

Mr. Kronick—Member, I. W. W.

Mr. Carter—Partner of Bill Hart.

Mr. Burney—Expert Mule Skinner.

Mr. Watson—Denver Mining King.

Mr. Fones—Black Diamond King of West Virginia.

Mr. Johnson—The Flapper Chaser.

Mr. Durkee—Member, Hod Carriers' Union.

Mr. King—Mah Jong Expert of Honduras.

Mr. Maine—The Sheik of La Ceiba, Honduras.

Mr. Highley—Porter of the Ziegfeld Follies.

Mr. O'Brien—The Wandering Rabbi from Jerusalem.

MIDSHIPMEN MUST SERVE TWO YEARS, SAYS SECRETARY

No Midshipman of the present first class at the U. S. Naval Academy will be allowed to resign upon graduation in June as was the case last year, it was recently announced in the academy. In no case will applications for resignation be accepted until after the graduate has served at least two years.

Secretary of the Navy Curtis D. Wilbur believes this action very necessary in view of the fact that many officers have resigned in the past year and many Midshipmen resigned after graduation last June.

Tropical Topics

A.T.M.

OBSERVATION SQUADRON NO. 2, PORT AU PRINCE, HAITI

On December 2, 1924, Capt. Louis M. Bourne, Jr., who has been Commanding Officer of this Squadron for the last two years, left for the United States on the steamship *Gorgas*. A farewell banquet was given him on the eve of his departure by the men of this squadron. Capt. Bourne has brought many beneficial changes to the squadron and it is to his guidance during the last two years that we owe our present high state of efficiency in this squadron.

On December 13, 1924, Sgt. Maj. Arthur J. Lang, Gy. Sgt. Meacham and Sgt. Arthur H. Trushinski departed for the land of liberty on the steamship *Panama*. All of them spent Christmas in the States.

Once more aviation has come across with the goods and has won the championship of Haiti, in baseball. We are now the possessors of all cups on the island and even the Brigade Commander, Gen. Fuller, when he presented the baseball cup said that "Winning everything is the habit of Squadron No. 2." The last series of baseball that was played for championship was one that will never be forgotten as long as baseball remains a Marine Corps sport. After we had defeated the Eighth Regiment the climax was topped when a team of the best players in all of Port au Prince was selected to be pitted against the squadron. It was called the All-Stars and had nine of the best athletes in Haiti on it. The squadron was trampled in the mire for the first six innings, then the score

was tied in the seventh inning and later one point was added to the squadron's score which won the game. At this game there was a larger crowd of men than had ever attended the inauguration of a President in Haiti and the aviators winning out was indeed a pleasant surprise to all.

This game closed the 1924 season and the squadron is now working on the new team.

Twenty-three new men joined the squadron on December 11, 1924, from First Aviation Group, Quantico, Va.

During December the men of the squadron trained for the Kane Cup for proficiency in athletics. For the past season the squadron has held the cup and they are expecting to hold it again after the middle of January. THE LEATHERNECK hopes to receive news relative to the outfit winning this cup in the near future.

MARINES IN HAITI

We didn't mind the sand and cactus
Or the Haitian sun and dust,
We have the determination
To stick it out or bust.

We can hike our daily twenty miles
Or drill ten hours a day.
But when our fifteen months are up
There will be hell to pay.

When we go aboard for "Home Sweet
Home"
And leave this Hole behind
We'll say to the Boots just coming in
Oh, Boy! you'll like it fine.

The chow you get is not so bad
But there is lots of drink
And the fawn-eyed Haitian women
Will put you on the blink.

You will find them in the dance-halls,
In the bar-rooms on the street,
With powder on their faces
And nothing on their feet.

They will drink up all your money
They will even take your shirts.
They'll ruin your life forever
And buddy, that's what hurts.

You leave your wives and sweethearts
With the promise to be true.
What do you care for your sacred word
What does it mean to you?

Remember that she still loves you
And prays for you each day,
The time passes, Oh, so slowly
For her while you're away.

So buddy do your fifteen months
With the best grace that you can,
So that when you return to her,
You will return a man.

BAZAAR HELD FOR BENEFIT WAS HUGE SUCCESS

Many congratulations were received by those who promoted the Bazaar for the benefit of the children sheltered at La Creche held recently. *The Brigadier*, published at Port au Prince, received the following letter from the directors of La Creche:

"We wish through the medium of *The Brigadier* to thank the ladies of the American Colony and the Officers and Men of the Marine Corps who participated in our Bazaar. It was largely due to their efforts that the affair was such a splendid success.

"The many novelties which they arranged made the Bazaar more interesting than anything of the sort that has been held in Port au Prince in recent years. They gave freely of their time and money to aid this worthy charity, and we want each one of them to feel that they have earned our grateful appreciation."

PEARL HARBOR NOTES

Sgt. McCabe, Canteen Steward at Marine Barracks, Pearl Harbor, T. H., and Marine Editor of the *Pearl Harbor Weekly* recently left for the United States after completing his tour of foreign service.

Basketball and soccer are making good headway at Pearl Harbor with plenty of practice. The basketball team is playing games with teams in Honolulu and a very good schedule is arranged. During January the soccer team played several teams in Honolulu.

A large dance was held at Pearl Harbor in January and it was so successful that the Post Exchange done a rushing business in preparations for slicking the hair.

All units in the Navy Yard had men representing them in the swimming meet held at Pearl Harbor on January 21st. The Marines were in the swim to win and to date we have heard nothing definite, but past performances seem to indicate that they will not lose.

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SERVICE INSURANCE

Officers of the Marine Corps who do not belong to the Navy Mutual Aid Association simply do not know about it. It is our own mutual insurance system, maintained for our own benefit. Payments are made by "assessments" based on age. For example, the number of assessments determined upon for 1925 is 32. An officer who is 20 years old pays an assessment of \$1.23. He would, therefore, pay \$39.36 for this year's insurance, which amounts to \$6,000 plus his pro rata share of the reserve fund as well as all advance assessments to his credit. He can arrange to make his payments monthly by allotment if he wants to. This is the safest and sanest kind of mutual insurance, but it is not all that the Association does for its members. IMMEDIATELY upon receipt of notice of death, through the press or otherwise, a check for the full amount due is sent to the beneficiary if resident in the city of Washington. If resident elsewhere, anywhere, the full amount is sent by telegraph or cable. That is real service. After doing this the Association sends blank application for arrears in pay and six months' gratuity. It also assists in obtaining War Risk Insurance and pension. It sees that all these matters are taken up with the proper offices, and then follows them through to completion. That is more service, the kind we hear about but seldom see.

THE LEATHERNECK will be glad to answer questions, forward application blanks and make any inquiries. The office of the Navy Mutual Aid Association is Room 1054, Navy Department, Washington, D. C.

In the issue of January 24, under the heading "Officer's Club at Parris Island Holds Election," an error was made. It should have read Lieut. Col. Presley M. Rixey, Jr., U. S. M. C., instead of Lieut. Com. Presley M. Rixey, Jr., U. S. M. C.



NAVAL AND MARINE CORPS LEGISLATION LOOMS IN CONGRESS

The past week has been a busy one in Congress with regard to the Navy and Marine Corps. Both the Senate and House Naval Affairs Committees have taken up legislation that will affect in some way every officer and a large portion of enlisted men in the Navy and Marine Corps.

The most important section of the Naval Personnel Omnibus Bill (H. R. 2688) and another bill (S. 1803), is the Marine Corps Provision, which seeks to revise the entire personnel laws of the Corps. There are some differences in the Marine Corps section of the bills, as the Senate bill seeks to clarify the language of the bill as it passed the House.

It is believed that prompt action on the part of the Senate Committee will result in the passage of the Omnibus Bill, which has been pending in Congress for three or four years.

The Senate Committee expects to pass the bill increasing the limit of cost for the construction of the aircraft carriers *Lexington* and *Saratoga* to \$34,000,000 each. The committee conducted extensive hearings in executive session on this bill on January 28 and 29, and will, it is believed, report it out in the very near future.

The Senate and House conferees on the Naval Appropriations Bill held a meeting this week, but were unable to reach an agreement. It is not understood that there are any serious disagreements on the bill. It is just a matter of not having time to go over the details of the bill.

THE FOLLOWING EXTRACTS ARE MADE FROM THE QUARTERMASTER'S BULLETIN

Belated invoices are frequently received in the office of the Quartermaster covering supplies and services procured from the Navy the cost of which is materially in excess of the authorized allotment of funds. This is particularly applicable to quarterly allotments for steam, electric current, gas and water. Meter readings should be taken at the proper time and this office promptly advised at the end of accounting periods when indications are such that the allotments for these services are to be exceeded and additional amounts made necessary, without awaiting actual submission of invoices.

The practice of over-obligating allotments without prior approval of the Quartermaster is embarrassing to this office, as it is impossible to determine with any degree of accuracy the state of the appropriation if money is obligated without the knowledge of those

charged with the administration of funds provided for the maintenance of the Quartermaster's Department. The cooperation of all concerned is requested in this important matter to the end that the maximum benefit of the limited appropriations may be obtained.

A change in the System of Accountability has been made with regard to burial expenses. Paragraph 527 and subparagraphs (a) to (d). Strike out and substitute the following:

The following reasonable and customary services will be allowed at the time and place of burial, viz: "(a) Embalming, casket, outside box, undertaker's fee, hearse, carriages or automobiles (not exceeding two), digging of grave, grave space, and minister's fee.

(b) The sum of \$150 will be the maximum allowed for the above services in cases where the Government has not been placed to any expense, and in cases where the Government has incurred expense, such as in the preparation of the remains and the furnishing of a casket, and additional expense is incurred at the home of the deceased, a maximum of \$75 will be allowed. In cases where, through unusual circumstances, either of the above amounts is necessarily exceeded, authority for payment must have the approval of the Quartermaster. The above amounts are exclusive of the cost of transporting the remains of deceased by rail or water."

In modern practice, the use of soap for window washing is entirely dispensed with, and water to which has been added a small quantity of kerosene is used. As an economy, therefore, the method of washing windows without scouring soap should be followed.

In view of recent communications received in the office of the Quartermaster, indicating lack of proper care in the packing and crating of officers' effects, the following paragraph published in the Quartermaster's Bulletin of August 11, 1921, is quoted for the information and observation of all concerned:

"The attention of Post Quartermasters and others directly concerned is invited to the fact that complaints have been received concerning the unsatisfactory manner of packing and crating officers' effects due to change of station. This is very important and every possible care should be exercised in the work to avoid loss and damage. The appropriation for this purpose is extremely limited, and it is not practicable to employ skilled packers under contract for this purpose; therefore, the available post labor assigned to this duty should be particularly cautioned as to how the work should be performed. The services of skilled packers cannot always be secured at every station of the Marine Corps."

A CLEVER SUBSTITUTE

Christmas Tree Vendor—"Buy a tree, lady, buy a tree and make your children happy."

Spinster (blushing)—Sir! I'll have you understand I have no children!"

Vendor—"Buy some mistletoe, lady. Lots of nice mistletoe!"

AROUND GALLEY FIRES

By "Doc" CLIFFORD,
Honorary Chaplain, U. S. M. C.

A splendid crowd attended the church service on Sunday morning just before we reached Cape Haitian. Chaplain J. E. Johnson, who is attached to the *Henderson*, conducted. The Marines were delighted with the service.

Capt. Train, the commander of the ship, was at one time in charge of the Morale Division of Navy Affairs. He was then and still is greatly interested in the welfare and efficiency of the men in the service. Commander Henderson, the Executive Officer, also is keen on having the very best in everything, and as a result every person on board has been not only satisfied but delighted to have had a trip under such excellent direction and control.

Mr. Little, the Commissary chief, has learned a great deal since he first met his Scotch wife. The wants and requirements of the passengers are being met with the best of food and served in first class style.

We took on board last night a Marine, R. J. Caldwell. Five months ago Caldwell was severely burned in the explosion of a gas torch and for a long time it was feared he would not recover. A call for volunteers to provide the skin necessary for grafting brought offers from everyone at the station. Four men were chosen and these gallant fellows have provided no less than six hundred and eighty-nine inches of skin. There are still a few touches requiring completion when he reaches the Naval Hospital, but a happier and more grateful boy never came aboard than Caldwell on his way to home and mother and complete recovery. Dr. Brunson is given credit for the wonderful work accomplished and Dr. Bealer, who is on his way to the United States, says that it is a piece of surgery which required the most painstaking care and attention of any he has ever seen. Right through Caldwell's happy disposition and fine spirit have been of the best.

HAITI WELCOMES "DOC" CLIFFORD

The Brigadier welcomes to Haiti, "Doc" Clifford, Honorary Chaplain of the United States Marine Corps, who arrived on the *Henderson* for a month's visit.

"Doc" is well known to nearly every one of the Corps, but for the benefit of those who are new to the service and have not had the opportunity to meet "Doc," a brief story about him is not amiss.

"Doc" was overseas with the Marines and under fire with them. In the course of his service he received a Croix de Guerre and Victory Medal with "empile" stars, and he has stuck to the Marine Corps ever since.

Due to the fact that "Doc" is a preacher by profession, he does some preaching and he means every word he says, but he is not a sanctified psalm singer. A man's man describes him wonderfully.

"Doc" is also a writer. He holds down this column in THE LEATHERNECK every week.



The Idaho Yarn is becoming a more snappy ship's paper with every issue. The issue of January 30 bloomed forth with three cuts to attract the attention of the readers to "Air Notes," "Crew's Notes," and "Marines."

The following account of the *Utah's* stay in Peru is quoted from the Big U:

"The *Utah* manifested its appreciation to the Peruvian Navy by a New Year's party consisting of sports and an entertainment on board. The first event was a cutter race from the *Utah* to the stern of the *Bolognesi*, which ended with the *Utah* well in the lead but not without a plucky fight from the friendly enemy. About seven-thirty the starboard side of the quarterdeck was busy with boxing rings, bands, bright lights, early seat seekers and the pungent odor of cigar smoke. The first arrivals were the Kaydets from the Naval Academy, here to enjoy a fiesta and to have their first view of a genuine battlewagon. After loading them down with cigars and cigarettes the J. O.'s did their best to find them parking space for the fracas. A couple of motor sailors fetched the entire crew of the three Peruvian acorazados, and after a delay caused by the absence of the scrappers, everything was started.

"Three bouts made the pugilistic part of the program, which were followed by movies, showing reasons why one should enlist. Coffee and sandwiches made a happy ending to a happy year. The Marinos showed their appreciation by a half dozen rousing huzzas as the motor sailor cleared the side. Now, men that was a good starter, but there is immense room for improvement. We have nearly three months to go before we see old Liberty again. Why not break out that concealed talent that some of you people have and let us not only be ready to show the next Navy a better time, but also make our own ship's life a little happier with Happy Hours."

The spirit of the *Utah* toward our Peruvian shipmates is very creditable and makes for better feeling between nations.

ALL SECURE

By JOHN CULNAN,
U. S. M. C., '20-'24

HI WRIGHT PERRY
An Epic of the Fifth Marines
CANTO VI

Myriad sights appeal to us;
Myriad myths are real to us;
The Hulas clad in native style;
The treasure-trove of Paris Isle;
The lovely streets of Quaker Town;
The buck who drank the skipper down;
Guam receding in our wake;
The general captured by mistake;
That paragon of posts—Pekin;
The mystery-ships that wander in;
New Orleans in Mardi Gras;
The secret power of malaga;
The sunsets west of fair Luzon;
The self-refilling demijohn;
The charm of lonely Koko Head;
The peacefulness of being unwed.

When the world is fast asleep,
And the heaven's blue is deep
Beyond the scintillating host
Of faithful stars, I walk my post,

Awake to present duties,
Yet musing amid beauties
Of the past. Yon eminence
Blossoms into battlements
As of Montezuma's towers;
There the last defender cowers
As the foremost Leatherneck
Plunges through the oaken wreck
That had been a portal stout.
Mighty dreams! They make me doubt
That occasion will arise
For the ancient battle-cries
To come pouring from our lips.
Yet—the sinking of all ships
By the rampant Teuton horde—
Can these acts be long ignored
In the ethics of our sires?

War it is! The old desires
Are fulfilled. Belay the stories
Of the now forgotten glories—
There looms beyond the eastern wall
That which will eclipse them all.
When the cannon were at rest,
And they reckoned they were blest
With a peace that would prevail,
We were scourged beneath the flail
Of the populace's scorn,
And ashore we were forlorn
When we wandered off apart
From our shipmates. For an art
That would crush this barricade
We would cheerfully have paid.
Saviours now, we're moved to mirth
At the soaring of our worth
In the public eye. No matter;
In the Maxim bullets patter
We are presently to learn
Proper values in their turn.
Into Quantico we're pouring,
And our hopes are sent a-soaring
By the swiftness of events
And the mushroom spread of tents.

I am challenged to surmise
Who it is who blinds my eyes
With a pair of slender hands,
Showering me with reprimands
For my silence through the years
We've been parted. Why my tears?
Just a trifling ache that lingers
From the pressure of your fingers.
Would I cry or yet be merry
On account of Hi Wright Perry?
(Weakness must be concealed
While we're clad in winterfield!)



A.T.M.

REOPENING OF CIVIL SERVICE EXAMINATIONS FOR SERVICE MEN

Until further notice American citizens who served as soldiers, sailors, or Marines in any of the Allied Military forces between August 1, 1914, and July 2, 1921, and those who served in the American forces between April 6, 1917, and July 2, 1921, will be allowed to enter any examination for which there is an existing register, providing application is made during military service or not later than one year after their honorable discharge from the Army, or termination of their active service in the Navy or Marine Corps. The names of all such persons who pass the examination will be entered upon the eligible register, but preference in appointment will be given to those only who submit evidence that they have been honorably discharged.

A soldier, sailor, or Marine who served between August 1, 1914, and July 2, 1921, and who by reason of confinement in a Government hospital under treatment has been prevented from taking an examination for which there is an existing register may be admitted to such examination, provided he makes application within one year after discharge from the hospital.

If the preliminary requirements of the examination are met, disabled ex-service men who have undergone training by the U. S. Veterans' Bureau will be allowed to enter an examination for any Government position for which they have been trained by the Bureau; and for which there is an existing register, provided the application is accompanied by a Certificate from the Bureau showing that training will be completed within ninety days after the filing of the application, or the application, accompanied by a certificate from the Bureau showing completion of training.

The following brief information concerning examinations announced by the United States Civil Service Commission, within the past few days, is quoted.

Both men and women may enter any

SULLIVAN'S Shoe Repair Shop

While You Wait

We are never too busy to do your shoe repairing. Come in! We'll give you a quality job.

311-313 POTOMAC AVE., QUANTICO, VA.

examination; appointing officers, however, have the legal right to specify the sex desired in requesting certification of eligibles.

Further information and application blanks may be obtained from the Commission at Washington, D. C., or its representative at the post office or custom house, any city.

MISS RAY C. SAWYER, NATIONAL ADJUTANT, MARINE CORPS LEAGUE, RESIGNS

In a recent letter to Maj. J. C. Fegan, Chief of Staff of the Marine Corps League, Miss Ray C. Sawyer, National Adjutant, has tendered her resignation.

The League has been greatly benefited by the enthusiastic work of Miss Sawyer and it is with regret that this news is received.

Miss Sawyer was a Marinette during the War and since that time she has devoted her time to the forming of Detachments of the League throughout the country and the present status of the League is due to her untiring efforts.

Her work has been so steady and energetic that many people took it for granted that she was a man. At any rate she represents a man's outfit in a manly way and it is with deep regret that the League loses so valuable a personality.

All Detachments are asked to conduct all business in the future with Maj. J. C. Fegan, Chief of Staff, Marine Corps League, National Headquarters, Room 3010 New Navy Building, Washington, D. C.



Pep Up Your Lodge Meetings

100 Humorous STUNTS and Starts for Speeches, for Lodges, meetings, parties, clubs. Book of 100 Live Ideas for the Entertainment Committee. Tested and proved. Endorsed by leading organizations.

Published exclusively by THE ILLINOIS STATE REGISTER SPRINGFIELD
The Standard Book Laughs, pep, tricks, speeches. —ev things your com put on meetings that will talk about the whole crowd for weeks. Get NOW. Keep up with the procession. Stimulate interest. Put more pep in your meetings and parties. Have something doing every minute. A dollar is a small sum for a Whole Handful of SNAPPY STUNTS and Starts for Speeches. You Don't Pay Unless Pleaseed. Send no money. Pay Postman \$1.00 on arrival of book and few pennies for collection charges.

Address the Illinois State Register, Dept. 122, Springfield, Ill. Mention THE LEATHERNECK.

WHO SAID SWAMP RABBIT?

Hunting's good in Oklahoma.

If you don't believe it join the Tulsa Detachment of the Marine Corps League and attend one of their hunts.

The last one was a huge success. Three car loads of Leathernecks left Tulsa for the Osage Hills. The usual number of quail, rabbits, woodchuck, gophers and snipe were bagged. However, Dick Koder discovered the prize package, which consisted of a charred keg containing about a pint of unclaimed and aromatic goods.

Just to show you that it was real stuff we narrate the incidents which followed the draining of the keg. Dick claims that he had gone about ten rods beyond the sacred spot, although we think that as the crow flies it would have measured a scant five, when he discharges all the shells left in the magazine of his pump gun. In reply to our anxious inquiry Dick swore that he had seen and was reasonably sure that he had shot at a timber wolf.

So there is no telling what you will find, how you will get nor what you will see if you go hunting with our outfit.

*Tulsa Detachment,
Marine Corps League.*

BUFFALO DETACHMENT OF LEAGUE REORGANIZES

At a meeting held on January 21st at Buffalo it was decided that the League Detachment of Buffalo should be known as the Oscar A. Swan Detachment, Marine Corps League.

Officers were elected together with a board of executives and their names follow: Harry Ennis, Commandant; Robert S. Chambers, Aide to Commandant; Hugh J. Gallagher, Paymaster; George B. McGee, Adjutant; Harry J. Adriance, Chaplain. The members of the Board of Executives are: Charles Brill, John J. Learman, Dean Sneedker, William H. Coit, and George B. McGee.

A total of thirty-five members joined at this, the first meeting of the Oscar A. Swan Detachment this year.

WASHINGTON MECHANICS SAVINGS BANK

ESTABLISHED 1906

Make Your Allotments to This Bank

We Know Service Conditions and Service Requirements

F. P. WILLIAMS
(Lt. Comd'r (SC), U. S. Navy
(ret.) Treasurer

NEW YORK MARINES INSTALLED IN NEW QUARTERS

The Marines at the Navy Yard, New York, have settled in their new home and had a grand house warming to start with. They hereby wish to state to the world in general and the Marines in particular that it was some party.

There is a large ballroom in the new home that has all the features of the best ballrooms in New York City.

As usual the music was furnished by the Danzig Society Orchestra. When it comes to putting out good music, those boys know their stuff. If you don't think so ask the Marines.

At any rate, old Live Wire Thorpe was on hand to see that everyone present had a good time, and it was due to his efforts that everything run along very smoothly.

At 12 o'clock sharp, the Grand March was led by the Commanding Officer, Lieut. Col. Campbell and Miss Huntington. After the march all proceeded to the dining room de luxe, where they were served refreshments by the Premiere Sergeant of the Mess, in the Marine Corps, Sgt. Klein. Klein was assisted by his competent corps of Messmen. Immediately after the refreshments were served all hands gathered at the ballroom for the evening entertainment. One of the special features of the evening was a "Slow Motion Dance" given by Pvt. (first class) Janda. He is known as "Slow Motion of the Great White Way." Eddie Davis then entertained with a little clog dance. Eddie is one of the best slick foot artists in this locality and is also Dean of the Soft Shoe School.

Miss Held, better known as Miss Marine, sung a few popular numbers. She has sung at a number of social affairs held at the barracks and she has always been a source of entertainment whenever heard.

The house warming was so well enjoyed by everyone that "Home Sweet Home" was anything but sweet music to anyone. Although it was 2:30 in the morning, everyone was loath to go home.

On February 21, 1925, the "Girl's Community Club" of College Point, will present a Minstrel Show at the Marine Barracks.

LEE A. NELKE.

NEW YORK NEWS

Our old friend Joe Zink, who was recently discharged from this post, has been making the boxing fans of New York sit up and take notice of late. He has met all comers in the welterweight class. By his clean fighting and the way he goes into the ring, he has won the hearts of the fans, and they demand that he make his appearance on the scene quite frequently.

Our other representative in the pugilistic game, Sgt. Joe Kestnbaum (nom de ring, Joe Kestner) has always been much in demand as an attraction around this town. Of late he has been working overtime at the game and has been copping the bacon quite regularly. Joe is always training and he is ready for the ring on very short notice. He does not look much like a pug but rather like a college chap.

Jimmie Madigan, Pay Roll Clerk, who went around with his head high in the air in the early part of December on account of being the proud father of a

little girl, is still feeling considerably "high hat" because the little lady can say "Papa" and work crossword puzzles.

Willie B. White, former LEATHERNECK correspondent, was discharged in December. We regret that we could not mention this before, but there has been a whole lot going on in New York of late and we omitted Willie's discharge unintentionally.

HYDROGEN FROM THE HELIUMITES

Cpl. H. Hershburg, who was formerly LEATHERNECK correspondent at the Marine Barracks, Naval Air Station, Lakehurst, N. J., upon being discharged some time ago, wrapped himself in the blanket of another and like Longfellow's Arab silently stole away. However, he took the best wishes of the whole command as well as other things.

Wondrous changes have been wrought since the last news came from Lakehurst. Maj. John Dixon has relieved Capt. Burwell H. Clarke as Commanding Officer. Capt. Clarke remains at Lakehurst as Executive Officer.

Capt. J. L. Perkins commands the Guard Company and he is assisted by First Lieuts. M. J. Gould, H. C. Bluhm and R. C. Alburger.

Lieut. Alburger is Mess Officer and School Officer.

Lieut. Bluhm is in charge of the Marine Ground Crew. The uninitiated probably don't know the meaning of that phrase, so a brief explanation will not be amiss. When taking the U. S. S. Shenandoah or Los Angeles out of the hangar preparatory to taking off or upon returning from a cruise, the handling is done by ground crews as described previously in THE LEATHERNECK.

Lieut. Gould has charge of a training platoon. The personnel of this platoon is changed every two weeks. The purpose of this training platoon is to train men into well drilled Marines, and Lieut. Gould is meeting with excellent success. All phases of military movements and maneuvers are carried out.

Lieut. A. C. Small commands the Barracks Detachment and directs the destiny of the Post Exchange. He managed a very successful football team at this post last season which was accredited as being the best service team in this locality, having won games with two college teams.

Pay Clerk G. B. Smith is Post Paymaster and he is assisted by Q. M. Sgt. Jones.

Sgt. Maj. Marmaduke Sharp in addition to running the office has considerable amusement working on crossword puzzles. He now has a challenge out for a twenty minute crossword puzzle contest.

First Sgts. Joseph L. Sutman and Dennis W. Green listen to all troubles with tears in their eyes, and they're all broke out with sympathy.

Capt. T. J. Curtis, A. A. Q. M., is the Post Quartermaster, and he is assisted by Q. M. Sgts. Warren L. Granger and Joseph Straus. At the present time the Quartermaster is cramped for space at this post, but in a very short time more commodious quarters are contemplated.

The Naval Air Station is located at a very convenient distance from both New York and Philadelphia. An hour and forty-five minutes train ride carries one

(Continued on page 10)



TEDDY JONES was out of luck.

As near as he could make out he had no job—no place to go—nothing definite in view for the day when he would leave the Marines.

"I'm up against it," he mused. "While I have been serving my country my old chums have been getting better pay each year. I must be someone."

Suddenly the answer flashed up at him from a paper he had been reading. Eagerly he caught it up and read and reread the sentences that had challenged his attention.

"You're on, Teddy my boy," he said grimly. "You're going to ship over into a big paid steady job."

Some months later, just after his discharge, as Teddy came out of his home postoffice with an official-looking envelope in his hand and a look of supreme content on his face, he ran into a little group of acquaintances he had not seen for a long time. Eagerly he hailed them.

"Boys," he called, "I'm leaving town tomorrow to take the best job of my life, so lunch is on me."

"You know," he began, "One night while in the Marines I saw an announcement of the Franklin Institute of Rochester, New York.

"This announcement said that the U. S. Government needed young men as Railway Postal Clerks and that while I was still aboard ship, they would teach me how to qualify for the job. I wrote for sample lessons and enrolled for their system of coaching. Two weeks ago, just after my discharge, I passed the examination with a rating of 92%, and today I got my appointment.

"I get \$1,600 the first year, which gives me about \$135 a month. I expect to advance quickly and in a few years I will get \$2,300 or more a year. I have been assigned to the main line and tomorrow morning make my first trip. Tomorrow night I will be in Washington, the end of my run. I will then have a chance to see the city, which is the home of President Coolidge."

"And listen, fellows. I get every second week off duty and every summer I am to get a fifteen working-day vacation. I am also furnished with a railroad pass, so that I ride to and from my run at the expense of 'Uncle Sam.'"

"Best of all," he continued, "when these abnormal times pass by, as they surely will, you fellows will go back to the old conditions of poor pay, with frequent lay offs because of poor business, my job and salary will be steady."

"Boys," he pleaded, "why don't you get in touch with Franklin Institute? Write to them now and they will send you free sample lessons from the course. If you are not interested you need go no further, and that is all there is to it."

Hundreds of men have been placed in U. S. Government positions through Franklin Institute. Every Marine should fill out the attached coupon and send it in today. The free sample lessons and information regarding preference given ex-service men will be sent by return mail.

FRANKLIN INSTITUTE

Dept. B-252

Rochester, N. Y.

Kindly send me, free of charge, sample lessons from your course, training me for the U. S. Government position here checked. Send full information telling how I can quickly get an appointment for steady work.

- | | |
|---|---|
| <input type="checkbox"/> Railway Postal Clerk (\$1600 to \$2300 year) | <input type="checkbox"/> Postoffice Clerk (\$1600 to \$1800 year) |
| <input type="checkbox"/> City Mail Carrier (\$1400 to \$1800 year) | <input type="checkbox"/> Rural Mail Carrier (\$1800 to \$2600 year) |

Name _____

Write plainly

Address _____

(Continued from page 9)

to either city. However, train service on the return trip is not commendable and several of the men have been compelled to take up walking as a means of returning from liberty.

The "Lighter Than Air Marine Detachment" is very enthusiastic about the Marine Corps Institute and under the supervision of the School Officer, Lieut. Alburger, the deadwood has been weeded out and there is now a flourishing class of seventy active students. They work on a competitive system and each man tries his best to outdo his buddy in markings.

NEWS OF THE FIRST AVIATION GROUP

Now that the gang has recuperated from its holiday feeling, and conditions are once more back to normal, the First Aviation Group is now carrying on its usual activities. The screech of the band saw, the whirr of motors, and trucks running hither and thither tend to impress upon one's mind what an industrious unit the Marine Aviation in Quantico really is. The praise lauded in inspection of this field has proven that men in aviation can be just as military (as well as technical) as their neighbors, the line company men.

Capt. Louis M. Bourne, Jr., who has recently joined from Port au Prince, Haiti, where he has proven his ability as Commanding Officer of Observation Squadron No. 2, having boosted that organization to the top of everything, and made aviation in the tropics an indispensable unit. Capt. Bourne has taken command of the First Aviation Group, much to the delight of those who served under him before.

On January 12, Sgt. Maj. Arthur J. Lang came strutting in from a furlough. For the benefit of those who are not acquainted with Sgt. Maj. Lang I might add that he has been the instigator of many shindigs and smokers and the "esprit de corps" which prevailed, in work as well as sports among the men of Observation Squadron No. 2. Here's hoping that our flying Sergeant Major will carry on his activities at this post.

On January 9 and 13 one Martin bomber and eight DeHaviland planes were flown from this field to Pensacola, Fla., where the Annual Gunnery and Bombing exercises take place. All planes arrived at their destination, a distance of approximately 850 miles, with unusually little trouble. A class in Gunnery and Bombing started on January 9 under the direction of Capt. Archibald. This class was composed of seven officers and fifteen noncommissioned officers. The Camera Gun has been an interesting study.

"Much Ado About Nothing" has been enacted on this field on the evening of January 23, when a strange DH circled over the field in an undecided manner, then flew toward the Potomac behind the balloon hangar. The peculiar sound of the motor attracted the attention of everyone. The motor suddenly stopped when the plane disappeared behind the hangar, and appeared very much like the plane had crashed. Then the excitement began. The ambulance was immediately summoned, the speed boat started down the river, and men ran from everywhere in the direction of the

plane. Those who arrived at the "crash" found an Army plane safely landed on the Parade Ground in Quantico. The pilot no doubt found this to be rough landing field. When he was informed of his error he again took off and landed on this field. He returned the following morning to the Army Air Field at Pope Field, S. C., none the worse for his escapade.

An interesting personage has been acquired when First Sgt. Charles Hess joined this group from the Engineer Battalion. First Sgt. Hess boasts over thirty years service in the Marine Corps, 21 years of which he served on foreign shore. The exciting tales of the Marine Corps of the 90's as related by First Sgt. Hess far surpass those of Kipling, Conan Doyle, or Nick Carter.

ALBERT FEIGEN.

MARINE BARRACKS, NAVAL STATION, NEW ORLEANS, LA.

The United States Naval Station at New Orleans, La., was established early in the Nineteenth Century, and at that time was known as Tchifonte Navy Yard, and was first commanded by Commodore Daniel T. Patterson, U. S. N. The first Marine Detachment was stationed there as early as 1804 and was commanded by Maj. Daniel Carmick, U. S. M. C. Maj. Carmick participated in the battle of New Orleans on December 28, 1815, and was severely wounded. He died at the Naval Hospital on November 6, 1816. He was interred the following day "with the honors of war." Maj. Carmick was survived by a wife and infant child. Following the death of Maj. Carmick, the Marines at New Orleans were commanded by First Lieut. Francis Barbin De Bellevue.

During the early days after the establishment of the station, the Marine Corps post was used as a kind of replacement post for the various battleships and gunboats. Ships entering port that needed Marines received them from this post.

During the existence of the Naval Station here, U. S. Marines from this station have participated in numerous international, national and local scrimmages, such as participating in the battle of New Orleans against the British forces, and the battle against the Algerians, working in conjunction with Gen. Jackson, and the suppression of piracy in the Southern waters of the Atlantic. They were also in the engagements at Gibraltar and at Tunis. Then, too, Marines from New Orleans were the first to be called with other troops to participate in the War with Mexico, and after the cessation of the Civil War, the Marines at New Orleans played a very important part in clearing New Orleans of "Carpet Baggers," "Bush-whackers," and other undesirables.

At present the Marines are quartered in what is known as Building No. 11 of the Navy buildings, and the station is on the west bank of the Mississippi

River, about three miles from the business section of New Orleans. Liberties to New Orleans are made by means of trolley to the ferry landing and thence across the river to New Orleans. Ferries run every ten minutes until midnight and thereafter every twenty minutes until 6:30 a. m.

The guard duty here consists of two gates, fire watch, telephone central, Commandant's orderlies, corporal of the guard and brig watch. For recreation there is a swimming pool which was built by the men last summer, in addition to baseball, football, tennis, pool, volleyball, and music from piano or Victrola. There is also a dance pavilion just one block from the old barracks gate, as well as numerous amusements afforded while on liberty in New Orleans.

The strength of the Marine Detachment varies slightly, but ordinarily comprises about 75 officers and enlisted men.

During the baseball season the Naval Station team played 42 games, winning 32, losing 9, and tying 1. Several of the Marines of the command are playing creditable football with the Algiers Tigers, which team has to date played five games, winning four and losing one.

Our running guard consists of four hours on and twenty hours off, while the musics one day on and two off. Sergeants of the guard also do one day on and two days off.

A great deal of enthusiasm exists among the men with regard to the Marine Corps Institute and over one-half of the men are taking work from the Institute.

The Commandant of the Station, Lieut. Com. J. C. Van de Carr, is always trying to instigate movements that are beneficial to the command both for the Naval and Marine personnel. Commander Van de Carr's efforts are always recognized and appreciated.

Automobiles are very plentiful among the officers and men. When a new man reporting in or on a visit enters the Marine Reservation and sees the amount of cars parked there, he often wonders if he has not made a mistake and intruded on the privacy of some millionaire's club.

DE WITT T. CAIN.

CLASSIFICATION OF M. C. I. STUDENTS FOR JAN. 1925

Commissioned	853
Enlisted	6,773
Navy Commissioned.....	31
Navy Enlisted.....	106
Miscellaneous	27

Total 7,790

All members of the Marine Corps on the active list are eligible for enrollment in the courses given by the Marine Corps Institute. Commanding Officers can furnish complete information and enrollment blanks, or this may be obtained by application to the EDUCATIONAL SECTION, HEADQUARTERS MARINE CORPS, WASHINGTON, D. C.

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(Continued from page 3)

Managua and Leon, and all three battalions of the regiment were represented. The expedition was commanded by Col. Joseph H. Pendleton, and the following officers and civilians formed a part of it: Maj. Smedley D. Butler, Pay Inspector Thomas H. Hicks, Second Lieuts. Alfred McC. Robbins, Roy S. Geiger, George C. DeNeale, Ensign Harold C. Train, Mr. Ignatius O'Reardon and Mr. J. A. Willey. Cols. Diaz and Vargas, of the Nicaraguan forces, and six native packers also accompanied the expedition.

The riding and pack animals were furnished by the Nicaraguan Government, and were in very poor condition, having been used by the Nicaraguan troops during the operations.

Rear Admiral Southerland reported to the Navy Department on October 19:

"A force of mounted Marines and Bluejackets under command of Col. J. H. Pendleton, U. S. M. C., left on the nineteenth from La Paz for Matagalpa, mounted at the expense of the Nicaraguan Government. Imposed no limit of time for his return, as so much important information will be forwarded; road is impassable from Leon, owing to torrential rains."

The expedition reached Santa Rosa and camped there the first night, leaving the next morning, they reached Panama after a twenty-five mile hike.

Fresh animals met the expedition at Panama, which was fortunate, as the horses furnished by the Nicaraguan Government could not have lasted until the expedition reached Matagalpa. Mules were also sent, but as they were not needed they were sent on to Matagalpa for use on the return trip.

On the morning of the twenty-first the expedition left Panama and reached Real de la Cruz, a distance of seventeen miles, at 11:45 a. m. The following day the expedition reached Sebaco and after a rest of one hour and a quarter they left that village for Matagalpa, which they reached later in the same day.

Col. Pendleton's party was met outside the town by the Jefe Politico and about seventy Americans and other residents, all mounted; and after a most enthusiastic and cordial reception they escorted the visitors into the town. Col. Pendleton's report contained the following:

"On entering the town the Nicaraguan flag was carried by a squad of Nicaraguan soldiers at the head of the escort. Our flag was carried at the head of the American column by Sgt. Edward Townsend, with a color guard consisting of Pvt. John Kreager of the Third Battalion, U. S. Marines, and Seaman Dick Neubauer, of the *California*."

The Jefe Politico called on Col. Pendleton and offered every courtesy, and the officials furnished the party with beef, water and firewood, positively refusing to accept any compensation. During the stay at Matagalpa the visitors visited the Leonese Mine, owned largely by Americans, British and Australians, inspected the large coffee plantations, were lavishly entertained in various ways, including a large reception and ball, horse racing, etc.

The expedition left Matagalpa on the morning of October 28, 1912, and spent that night at Sebaco. Matapa was reached the next day. Owing to the

rainy weather making the trails impassable, Col. Pendleton decided to change his route and go by the San Francisco trail, which passed over the mountains 2,800 feet, and thence by steamer to Managua. At 1:45 p. m. the thirtieth, Trujillo was reached and San Francisco the next day. The *Managua*, a wood burning steamer, carried the expedition from this town to Managua, where it arrived at 11:00 a. m., November 1, 1912.

Expedition to Jinotepe and Diriamba

Complying with orders of the Commander-in-Chief, an expedition under command of Maj. William N. McKelvey, consisting of Capt. Edward Greene, First Lieut. William A. McNeil, P. A. Surgeon Fletcher A. Brooks, forty-five Marines and one Bluejacket, left Leon at 10:45 a. m., October 30, 1912, by train for Jinotepe and Diriamba. Passing through Managua the expedition arrived at Massaya at about 8:00 a. m., the thirtieth.

A delay was caused by lack of wood for the engines, but the party finally left Massaya at 5:30 p. m., the thirty-first. That night was spent at Masatepe. Masatepe was left at 9:30 a. m., November 1, and Jintotepe entered at 12:15 p. m. Maj. McKelvey then proceeded to Diriamba with a part of his detachment, where he arrived at 12:50 p. m., the first. The party left Diriamba at 11:45 a. m., the third, arrived at

(Continued on page 16)

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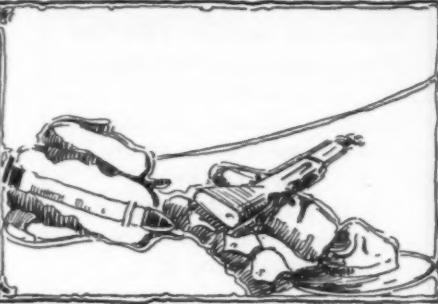
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WEEKLY REPORT Marine Corps Institute

February 7, 1925

Total number individuals enrolled.....	8,039
Total number individuals enrolled since last report.....	255
Total number individuals disenrolled since last report.....	6
Number of examination papers received during week.....	1,695
Number of examination papers received during the year.....	8,195
Total number of graduates to date.....	1,774



ALM

EDUCATIONAL BULLETIN JANUARY, 1925

U. S. Marine Corps Institute Activity

Total number students enrolled January 31.....	7,790
Students enrolled during December	814
Students enrolled during January	746
Students disenrolled during January (all causes)	542
Lesson papers received during November.....	4,465
Lesson papers received during December.....	5,172
Lesson papers received during January	6,500
Total number of lesson papers received since establishment	203,031
Diplomas awarded during month of January.....	54
Total number of diplomas awarded since establishment	1,774

Graduated During Month of January

Capt. John L. Doxey—Bookkeeping, Accounting and Auditing.
Capt. Richard B. Dwyer—Bookkeeping, Accounting and Auditing.
Capt. Charles H. Martin—Bookkeeping, Accounting and Auditing.
Capt. Charles I. Murray—Bookkeeping, Accounting and Auditing.
Capt. Harlen Petley—Bookkeeping, Accounting and Auditing.
Capt. George F. Stockes—Bookkeeping, Accounting and Auditing.
Capt. Joseph M. Swinnerton—Bookkeeping, Accounting and Auditing.
First Lieut. Moses J. Gould—Bookkeeping, Accounting and Auditing.

First Lieut. Edward E. Hagen—Poultry Farming.
First Lieut. George D. Hamilton—Radio Operator's.
First Lieut. Edwin J. Mund—Bookkeeping, Accounting and Auditing.
First Lieut. Alfred W. Ogle—Bookkeeping, Accounting and Auditing.
First Lieut. Amor LeR. Sims, Bookkeeping, Accounting and Auditing.
First Sgt. Frank Walcutt—Poultry Farming.
Gy. Sgt. John D. MacPhee—Poultry Farming.
Sgt. Melvin M. Charles—Railway Postal Clerk.
Sgt. Earl S. Gallagher—Naval Electrician's Preliminary.
Sgt. William P. Jansson—Survey and Mapping.
Sgt. William P. Jansson—Highway Engineering.
Sgt. Joseph A. Roesch—General Clerical.
Cpl. Hugo B. Anderson—Railway Postal Clerk.
Cpl. Walter D. Beachley—Railway Postal Clerk.
Cpl. Eugene T. Cummings—C. S. Post Office.
Cpl. Harry F. Gadsby—Short Mechanical Drawing.
Cpl. Harry F. Gadsby—Electrical Engineering.
Cpl. Warren H. Gibbs—Advertising and Selling.
Cpl. Thomas O. Miller—Railway Postal Clerk.
Cpl. Virgil E. Rautsaw—General Clerical.
Cpl. Anthony Scalish—Railway Postal Clerk.
Cpl. Charles F. Schomaker—Bookkeeping and Business Forms.

Cpl. James E. Scott—Railway Postal Clerk.
Cpl. Joseph Sebrosky—Building Foremen's.
Cpl. Joseph Sebrosky—Carpenter's Special.
Cpl. Thomas D. Wagner—C. P. A. Coaching and Business Law.
Pvt. (1st cl.) James J. Becnel—Soil Improvement.
Pvt. (1st cl.) Roy N. Carr—General Clerical.
Pvt. (1st cl.) Raymond W. Seebode—Poultry Farming.
Pvt. Ralph C. Butler—Aeroplane Engines.
Pvt. Gerald M. Cooper—Soil Improvement.
Pvt. Royal B. Gregory—Railway Postal Clerk.
Pvt. Samuel S. Goodspeed—General Clerical.
Pvt. Bertie Haigh—Good English.
Pvt. Gerald M. Haun—Farm Business Management.
Pvt. David J. Jones—Good English.
Pvt. Harry C. Kleckner—Railway Postal Clerk.
Pvt. Carl Kornick—Radio Operator's.
Pvt. Joseph LoPresti—Railway Postal Clerk.
Pvt. Louis W. Reising—Railway Postal Clerk.
Pvt. Harry H. Rutherford—Good English.
Pvt. Stanley G. Samuelson—Soil Improvement.
Pvt. Daniel J. Strauss—Railway Postal Clerk.
Trumpeter Harold O. DeVaughn—Poultry Farming.
Trumpeter Charles D. Hoffman—General Clerical.
Trumpeter William J. Keating—Short Plumbing.

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Rank and Name -----

Organization -----

Place -----

W. E. Small Was Fired from First Job on 15 Cent Dispute

WILLIAM E. SMALL, president of the William H. White and McCullough Lumber Company, got his start on the road to affluence by pounding nails out of used lumber so that it might be used again.

That was in LeMars, Iowa, back in 1897 when he was ten years old.

Billy, who was the son of a contractor, got the place in M. A. Moore's lumber yard soon after he became ten years of age. He got 50 cents per day for the work while the office boy of the firm only got 20. One Sunday afternoon the office boy was off for some reason and Bill substituted for him. When it came to paying him, Mr. Moore docked him the 15 cents difference in the half-day's pay. The boy protested and was fired. His employer was one of the wealthiest men in that section of the country, he adds.

When he was thirteen, young Small began an apprenticeship in carpentry with his father and he worked at this of summers until he was seventeen when he got his union card. Meanwhile also he had been taking an International Correspondence School course in architecture.

At seventeen the lad went to work for G. W. Burkhead, architect, at Sioux City, Iowa, as a draftsman and emerged from the job two years later as chief draftsman.

He was nineteen then and had recently married Lillian G. Hutton of Sioux City.

A job with G. W. Merton, largest general contractor in northwestern Iowa, was the next thing. At twenty-two he was promoted to general superintendent of that company and built the Davidson Brothers department store at Sioux City, the largest department store in Iowa. He also had charge of the building of the Hamilton laundry which he says was the first reinforced concrete building in the Middle West. He had 150 men on the payroll at the time.

After leaving this company Mr. Small started to work for the Montgomery Lumber Company and managed the yard at Morristown, S. D., on the Standing Rock Reservation for two years. Thence at twenty-four he went to Grafton, N. D., as division superintendent for the St. Hilaire Lumber Company, owned by the Shevlin interests of Minneapolis. He was there four years when he moved to Grand Forks along with the division headquarters and he stayed there five years.

He came to Fargo in 1920 as superintendent of the White Company and a year later was made president and general manager after purchasing control of the company.

Mr. and Mrs. Small are the parents of four children—Billy, Helen, Faye and John.

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Gas Engine Operating	CIVIL ENGINEER
Surveying and Mapping	MINE FOREMAN or ENGINEER
STATIONARY ENGINEER	Marine Engineer
ARCHITECT	Contractor and Builder
Architectural Draftsman	

Concrete Builder	Structural Engineer
PLUMBING & HEATING	Sheet-Metal Worker
Textile Overseer or Superintendent	CHEMIST
Pharmacy	BUSINESS MANAGEMENT
ADVERTISING	SALESMANSHIP
Show-Card & Sign Painting	Railroad Positions
ILLUSTRATING	Cartooning
PRIVATE SECRETARY	Business Correspondent
BOOKKEEPER	Stenographer & Typist

Certified Public Accountant	TRAFFIC MANAGER
Cost Accountant	Commercial Law
GOOD ENGLISH	Common School Subjects
CIVIL SERVICE	Railway Mail Clerk
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Officers last commissioned in the
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Maj. D. L. S. Brewster.
Capt. L. B. Reagan.
First Lieut. F. S. Chappelle.

Officers last to make number in
the grades indicated:

Col. H. R. Lay.
Lieut. Col. R. B. Creecy.
Maj. W. C. MacCrone.
Maj. J. D. Colomy.
First Lieut. Wm. E. Maxwell.

RECENT ORDERS**February 3, 1925**

Capt. C. L. Fordney, M. C. R., de-
tached First Brigade, Haiti, and or-
dered to the United States; to re-
port, by telegraph, upon arrival to
the Major General Commandant.

Capt. O. T. Pfeiffer, detached Depart-
ment of the Pacific to M. B., N. S.,
Guam.

Capt. O. Salzman, detached Depart-
ment of the Pacific to M. B., N. S.,
Guam.

First Lieut. F. B. Reed, detached De-
partment of the Pacific, to M. B.,
N. S., Guam.

Mar. Gnr. H. Ogden, detached M. B.,
Quantico, Va., to M. B., N. S., Guam.

Mar. Gnr. F. Lueders, detached M. B.,
N. S., Guam, to Department of the

Pacific.

Qm. Clk. S. E. Conley, detached De-

partment of the Pacific, to Asiatic
Station.

February 4, 1925

Capt. J. E. Snow, detached M. D., A.
L., Peking, China, to Department
of the Pacific.

Capt. C. E. Rice, detached Asiatic Sta-
tion, to Department of the Pacific.

First Lieut. F. E. Armstead, detached
Asiatic Station, to Department of
the Pacific.

Second Lieut. Joe N. Smith, detached
Department of the Pacific, to N. A.
S., Pensacola, Fla.

Second Lieut. E. F. Carlson, detached
M. B., Quantico, Va., to N. A. S.,
Pensacola, Fla.

February 5, 1925

Capt. Arthur J. Stout, detached M. B.,

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Parris Island, S. C., to Headquarters
Marine Corps, Washington, D. C.
Mar. Gnr. William O. Corbin, assigned
to duty at the M. B., N. S., Cavite,
P. I.

February 6, 1925

Capt. Theodore A. Secor, detached M.
B., Quantico, Va., to Department of
the Pacific.

First Lieut. Frederick C. Biebush, de-
tached M. B., Washington, D. C., to
M. B., Quantico, Va.

February 9, 1925

Maj. John Q. Adams, detached M. B.,
Parris Island, S. C., to M. B. N. Yd.,
Philadelphia, Pa.

Capt. Harry V. Shurtleff, detailed as
an Assistant Quartermaster.

The following officers have been pro-
moted to the ranks noted opposite their
names:

Maj. John L. Doxey.

Capt. Dudley S. Brown.

Capt. Alton A. Gladden.

First Lieut. Joseph L. Moody.

First Lieut. Walter A. Wachtler.

First Lieut. Otto B. Osmondson.

No orders were announced on Feb-
ruary 7, 1925.

REENLISTMENTS

Ransom, Arthur W., Des Moines,
Iowa, 1-16-25, for Parris Island, S. C.
McGarvey, Josiah T., Parris Island,
1-15-25, for Parris Island, S. C.

Skidmore, Fred H., Norfolk, Va., 1-17-
25, for M. B., Norfolk, Va.

Shuman, Walter, Philadelphia, Pa.,
1-20-25, for Rectg., Philadelphia.

Bailey, Frank M., at Philadelphia, Pa.,
1-20-25, for Depot, Philadelphia.

Edwards, Ezra, Detroit, Mich., 1-17-
25, for M. B., San Diego, Calif.

Motzko, Vincent F., Los Angeles, 1-15-
25, for N. A. S., San Diego, Calif.

Greemore, Clarence E., San Francisco,
1-14-25, for M. B., San Diego, Calif.

Davis, Lincoln P., at Quantico, Va.,
1-20-25, for M. B., Quantico, Va.

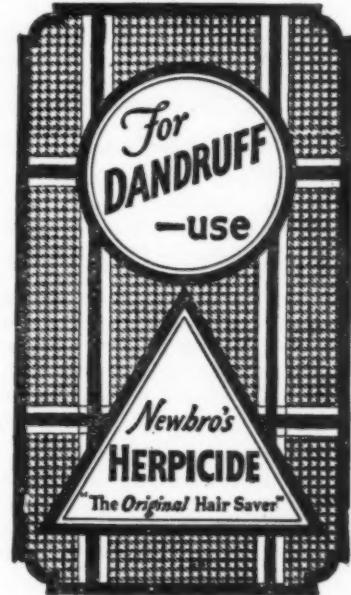
Anderson, Roy H., Washington, D. C.,
1-16-25, for St. Thomas, V. I.

Constrale, Frank, San Diego, Calif.,
1-10-25, for San Diego, Calif.

Larsen, Charles, Seattle, Wash., 1-10-
25, for M. B., Puget Sound, Wash.

Morris, Garnett, Los Angeles, Calif.,
1-13-25, for M. B., San Diego, Calif.
Meibos, Lynn, San Francisco, Calif.,
1-13-25, for M. B., San Diego, Calif.
Kubilus, Raymond, Philadelphia, Pa.,
1-19-25, for Haiti.

Hamas, John, Washington, D. C., 1-20-
25, for West Coast.

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**LOCATION AND PROSPECTIVE
MOVEMENTS OF N. T. S.
VESSELS**

Beaufort

Sailed Hampton Roads January 30, for West Indies via Parris Island. Due to return Hampton Roads about March 3.

Chaumont

Arrived Mare Island January 6, for overhaul. Will sail from San Francisco March 3 on the following itinerary: Arrive Honolulu March 9, sail from Honolulu March 11; arrive Guam March 22, sail from Guam March 25; arrive Manila March 30, sail from Manila April 6; arrive Shanghai April 10, sail from Shanghai April 14; arrive Honolulu April 26, sail from Honolulu April 28; arrive San Francisco May 4.

Henderson

Sailed Hampton Roads January 29 for Philadelphia, for overhaul period. Upon completion of overhaul about March 2, will proceed to Quantico then proceed on the following schedule: Sail Quantico March 7; arrive Hampton Roads March 7, sail Hampton Roads March 8; arrive Canal Zone March 15, sail Canal Zone March 18; arrive San Diego March 28, sail San Diego April 8; arrive San Francisco April 10, sail San Francisco April 15, sail Honolulu May 2; arrive San Diego May 10, sail from San Diego May 11; arrive Canal Zone May 23, sail from Canal Zone May 23; arrive Hampton Roads May 31, and arrive Quantico May 31.

Kittery

At Navy Yard, Norfolk, for overhaul. Will sail from Hampton Roads February 11 for West Indies.

Nitro

Arrived Puget Sound January 27. Will sail from Puget Sound February 6 for the East Coast on the following itinerary: Arrive Mare Island February 9, sail Mare Island February 17; arrive San Pedro February 18, sail San Pedro February 20; arrive San Diego February 21, sail San Diego February 25; arrive Canal Zone March 6, sail Canal Zone March 10; arrive Guantanamo March 13, sail Guantanamo March 16; arrive Hampton Roads March 21, sail Hampton Roads March 26, for Iona Island. Will then proceed to Navy Yard, Philadelphia, for overhaul.

Orion

At Navy Yard, Norfolk, for overhaul.

Rainbow

Arrived San Pedro January 29. Will proceed to the East Coast on the following itinerary: Sail from San Pedro January 30; arrive San Diego January 31, sail San Diego February 2; arrive Corinto February 13, sail Corinto February 14; arrive Balboa February 18, leave Balboa February 23; arrive Colon February 23, leave Colon February 23; arrive Hampton Roads March 3, leave Hampton Roads March 8; arrive Philadelphia March 9.

Ramapo

Arrived San Pedro January 6. Will proceed to Puget Sound February 5, and leave Puget Sound February 13 for Mare Island, for overhaul period.

Sapelo

Arrived Navy Yard, Norfolk, January

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New London, Conn., M. B., Sub.
Norfolk, Va., M. B., N. Yd.
Base
Peking, China, M. D., A. L.
Pensacola, Fla., M. B., N. A. S.

Port au Prince, Haiti, Ob. Sqdn.
No. 2
Portsmouth, N. H., M. B., N. Yd.
Quantico, Va., M. B.
San Diego, Calif., M. B., N. A. S.
San Diego, Calif., R. S., M. D. B.
Washington, D. C., M. B., 8th and
Eye Sts. S. E.
Washington, D. C., M. B., N. Yd.
Yorktown, Va., M. B., N. M. D.

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25, for overhaul. Will sail from Hampton Roads February 10 for Canal Zone.

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At Navy Yard, Norfolk, for overhaul period. Will sail from Norfolk March 2 for

Philadelphia and New York, sailing from New York March 16 for West Coast.

Vega

Arrived Puget Sound January 24. Will sail from Puget Sound February 19 for the East Coast.

(Continued from page 11)

Jinotepe at noon, where it was joined by the detachment it had left there. The entire expedition left Jinotepe at 12:50 p. m., arriving at Massaya at 2:00 p. m., and reached Leon at 5:00 a. m., November 4, 1912.

All But One Battalion Withdrawn

Rear Admiral Southerland, on November 12, reported to the Navy Department as follows:

"I believe, in view of the previous condition, the extremely bitter feeling existing in both parties, and the necessity for a visible assurance of protection to foreigners and property, that last battalion of Marines should remain until recently elected Government has demonstrated ability to hold out."

"As President is able man and is concentrating all arms and ammunition in Managua, where we have a force of Marines, the chances are in favor of his success (but I do not believe the last battalion can be withdrawn with safety within 120 days, at least, and even then it may be found desirable to keep a Legation Guard at Managua.)"

Col. Pendleton sailed for Panama on November 21, 1912, with the First and Third Battalions, leaving the Second Battalion at Managua under command of Lieut. Col. Charles G. Long.

Legation Guard Formed

On January 9, 1913, a detachment of four officers and 101 enlisted men was formed at Managua to remain there as a Legation Guard. The rest of the Marines who had campaigned in Nicaragua sailed on board the *Buffalo*.

Commendation of the President

On October 6, 1912, the following message was received by Rear Admiral Southerland from the Navy Department:

"The President directs Navy Department to extend his thanks to the officers and men engaged in action in Nicaragua for their courageous service, and to extend to the wounded his sincere sympathy."

Rear Admiral Southerland returned this message on October 7, 1912:

"The President's message has given deepest pleasure to the officers, Blue-jackets and Marines concerned."

DEATHS

Officers

Nolan, Henry, Pay Clerk (retired), died December 15, 1924, of disease at Capitol Heights, Md. Next of kin: Mrs. Eleanor A. Nolan, widow, Capitol Heights, Md.

Enlisted Men

Bowen, Willie, Pvt (first class), drowned January 24, 1925, in Lake Managua, Nicaragua. Next of kin: Mrs. Annie E. Bowen, Route No. 2, Rhine, Ga.

Leisner, Emil A., Pvt., died January 12, 1925, at Port au Prince, Haiti. Next of kin: Fred Leisner, brother, Main Street, West Fort Lee, N. J.

Ryan, Michael E., First Sgt., died January 2, 1925, of disease, at New York City, N. Y. Next of kin: Mrs. Norah Hyland, sister, 17 Killarney Street, Dublin, Ireland.

Slocum, Merle V., Gy. Sgt., died January 24, 1925, as result of aeroplane accident at Port au Prince, Haiti. Next of kin: Mrs. Jennie Slocum, mother, Route No. 6, Hastings, Mich.

Thompson, Charles W., Pvt., died January 17, 1925, of disease, at Annapolis, Md. Next of kin: Mrs. Rebecca B. Thompson, Tuskegee, Ala.

Tolusciak, Peter P., First Sgt., died January 24, 1925, as result of aeroplane accident at Port au Prince, Haiti. Next of kin: Bazil and Teofila Tolusciak, parents, 471 Thirtieth Street, Pittsburgh, Pa.

REENLISTMENTS

Stewart, Carl E., Kansas City, 1-19-25, for Quantico, Va.

Klanderud, Henry G., San Francisco, 1-16-25, for Depot, San Francisco.

Quinn, Thomas, at San Francisco, 1-16-25, for M. B., San Diego.

Noell, Geo., Jr., Detroit, Mich., 1-26-25, for M. B., Quantico, Va.

Bowen, Lee T., Kansas City, 1-27-25, for M. B., Quantico, Va.

Kelly, Thomas O., Kansas City, 1-26-25, for M. B., Mare Island, Calif.

Marshall, Coy W., Indianapolis, Ind., 1-27-25, for West Coast.

Knox, John W., Los Angeles, Calif., 1-23-25, for M. B., San Diego, Calif.

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